

CIRCULATION ELEMENT

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CITY OF SAN LUIS OBISPO GENERAL PLAN CIRCULATION ELEMENT

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INTRODUCTION

Purpose

The city's general plan guides the use and protection of various resources to meet community purposes. The general plan is published in separately adopted sections, called elements, which address various topics. This *Circulation Element* describes how the city plans to provide for the transportation of people and materials within San Luis Obispo with connections to county areas and beyond.

Relationship to Other Elements

While the Land Use Element describes the city's desired character and size, the Circulation Element describes how transportation will be provided in the community envisioned by the Land Use Element. The vision of San Luis Obispo described by the Land Use Element is influenced by the layout and capacity of streets and the location of other transportation facilities described in the Circulation Element. Transportation facilities and programs influence the character of neighborhoods, the location of specific land uses, and the overall form of the city.

History

The City adopted a *master plan* for streets and highways in 1953 and in 1962. In 1973, it adopted its first Circulation Element which was completely revised in 1982. This Circulation Element is a revision of the 1982 element. Its preparation was coordinated with the preparation of a revised Land Use Element.

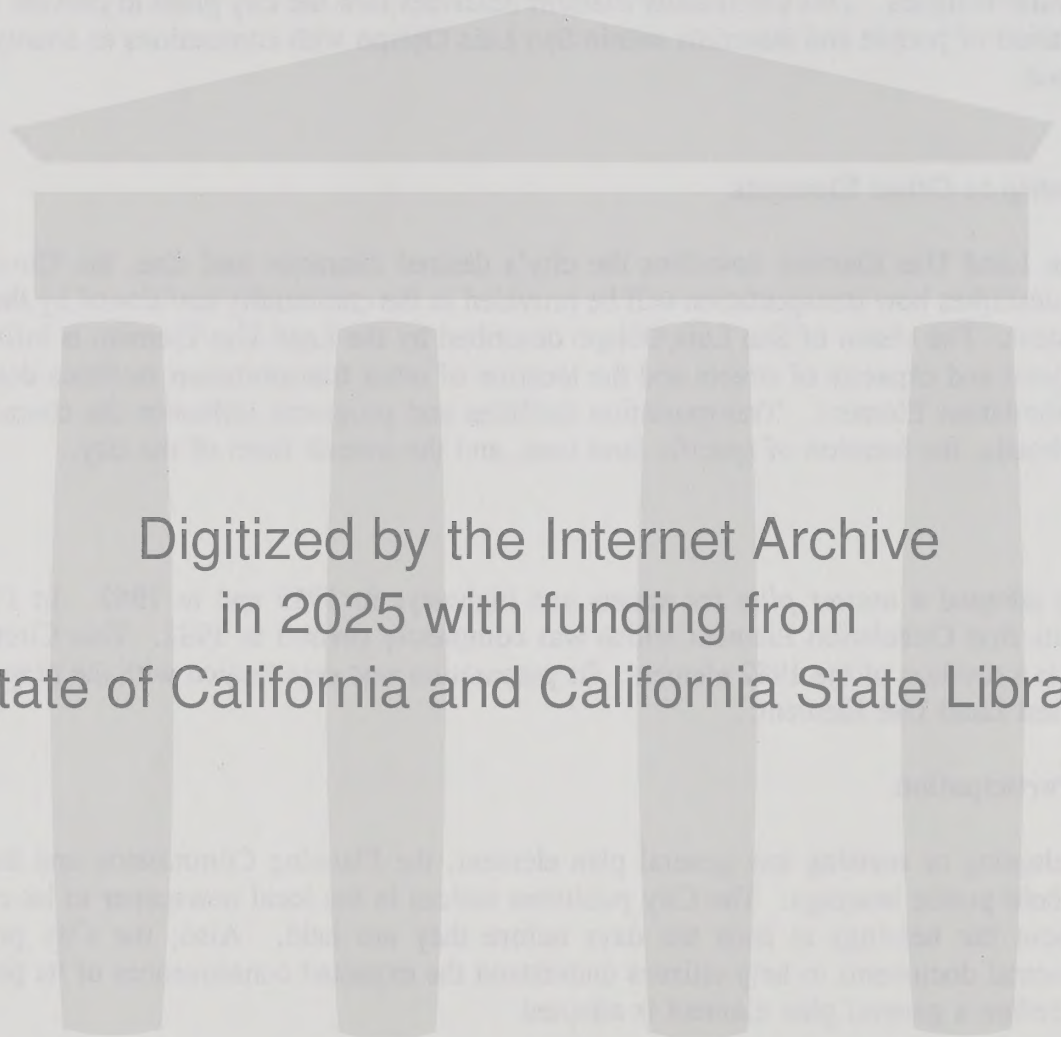
Public Participation

Before adopting or revising any general plan element, the Planning Commission and the City Council hold public hearings. The City publishes notices in the local newspaper to let citizens know about the hearings at least ten days before they are held. Also, the City prepares environmental documents to help citizens understand the expected consequences of its planning policies before a general plan element is adopted.

The Planning Commission and City Council reviewed this Circulation Element at public meetings in . A Environmental Impact Report (EIR), which evaluated the effects of both this Circulation Element and a revised Land Use Element, was prepared in . Public hearings were held in of and this Circulation Element was adopted on

For More Information

For more current or detailed information concerning this element, contact the Public Works Department at 955 Morro Street, San Luis Obispo, CA 93401, telephone (805) 781-7178.



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Definitions

Terms that are unique to the Circulation Element and transportation planning include:

Alternative Forms of Transportation -- something other than single-occupant vehicles, including buses, bicycles, car and van pools, and walking.

Average Daily Traffic (ADT) -- The total number of vehicles that use a particular street throughout the day (24 hours).

Average Vehicle Ridership (AVR) -- is a number derived by dividing the number of people in a geographic area or at a specific site by the number of cars that they drive to that location. For example:

If 100 people work at a site and they all drive a car to work, then $AVR = 1.0$ (100 people $\div$ 100 cars). If 100 people work at a site but only 50 drive cars and the rest use alternative forms of transportation then $AVR = 2.0$ (100 people $\div$ 50 cars).

Bike Lane -- part of a roadway that is reserved for bicycles.

Bike Path -- a paved path separated from a road that is reserved for bicycles.

Bike Route -- routes that bicyclists use to travel throughout the city.

Billboards -- are signs which are made available for lease or rent.

Capital Improvement Plan -- part of the city's budget that describes how money will be spent on the construction, maintenance or replacement of buildings, streets, sewer and water mains and other publicly-owned facilities.

Commercial Core -- the part of the "Downtown Planning Area" (Downtown) that is zoned for central commercial (CC) and public facility (PF) uses.

Commercial Truck -- a vehicle weighing more than 10,000 pounds used to make commercial deliveries.

Cut-Through Traffic -- people who drive on a particular residential local or collector street who do not live in the neighborhood and are passing through it to some other destination.

Downtown Planning Area (Downtown) -- the triangular area bounded by High Street, the railroad tracks and Highway 101.

Level of Service -- a measurement of the quality of traffic flow on a street or at an intersection. Level of Service (LOS) "A" is free-flowing traffic while LOS "F" is extreme congestion. (See Appendix A.)

Major Expansion Areas -- are land areas shown on the Land Use Element Map.

Modal Split -- describes how people use different methods of transportation (such as automobiles, transit, bicycles, and walking) to account for all the trips they make. For example, Figure #1 estimates that city residents use motor vehicles for 71% of all their trips and buses, bicycles, walking and car pools for the remaining 29%.

Paratransit -- transportation systems such as jitneys, car pooling, van pooling, dial-a-ride services, and taxis that serve the specialized needs of groups such as the elderly or handicapped.

Peak Hour Traffic -- the single time period in the morning or evening when the greatest number of vehicles are using a street.

Pedestrian Path -- a walkway reserved for pedestrians that is not along a street.

Public Utilities -- include telephone lines, electrical power lines, cable television, fire protection valves and related plumbing, traffic signal control boxes, and other equipment and facilities that are often placed above ground.

Scenic Resources -- are natural features having scenic value including Laguna Lake, San Luis Obispo and Stenner Creeks, the Santa Lucia, Davenport, and Irish Foothills, Cuesta Ridge, the Morros (including Bishop Peak, Cerro San Luis Obispo, and Islay Hill), Orcutt Knob, Terrace Hill, and South Street Hills.

Scenic Roadways -- are segments of Residential Arterial or Arterial streets, Regional Routes and Highways or Freeway 101 that provide people with views of important scenic resources.

Single-Occupant Vehicle -- a motor vehicle occupied only by the driver.

Street Right-of-Way -- is a strip of land that contains public facilities such as streets and highways (including paved and unpaved shoulders), bike lanes, sidewalks, landscaped areas, and utilities.

Through Traffic -- people who drive through an area where neither their origin nor their destination is within the area.

Traffic Reduction Programs -- any activity that gets people to use alternative forms of transportation.

Transit Service -- bus service provided by the city or regional agencies.

Trip -- a person traveling from one place (origin) to another (destination).

Truck Route -- streets that commercial trucks use to make regular deliveries.

Vista -- a point from which several important scenic resources can be viewed.

View -- the ability to see a scenic resource from a moving vehicle on a major street.

Viewshed -- is the area that can be seen from a scenic roadway.

TRANSPORTATION GOALS AND OBJECTIVES

Goals and objectives describe desirable conditions. In this context, they are meant to express the community's preferences for current and future conditions and directions. In the following statements, *San Luis Obispo* means the community as a whole, not just the city as a municipal corporation.

TRANSPORTATION GOALS

1. Maintain accessibility and protect the environment throughout San Luis Obispo while reducing dependence on single-occupant use of motor vehicles.
2. Reduce people's use of their cars by supporting and promoting alternatives such as walking, riding buses and bicycles, and using car pools.
3. Provide a system of streets that are well-maintained and safe for all forms of transportation.
4. Widen and extend streets only when there is a demonstrated need and when the projects will cause no significant, long-term environmental problems.
5. Make the downtown more functional and enjoyable for pedestrians.
6. Promote the safe operation of all modes of transportation.
7. Coordinate the planning of transportation with other affected agencies such as San Luis Obispo County, Cal Trans, and Cal Poly.
8. Reduce the need for travel by private vehicle through land use strategies, telecommuting and compact work weeks.

OVERALL TRANSPORTATION STRATEGY

Meet the transportation needs of current and planned-for population by:

1. Managing city and regional growth consistent with the Land Use Element;
2. Funding alternative forms of transportation;
3. Sponsoring traffic reduction activities;
4. Providing the infrastructure needed to accommodate the desired shift in transportation modes;

5. Focusing traffic on Arterial Streets and Regional Routes and Highways;
6. Accepting some additional traffic on Arterial Streets and Regional Routes and Highways;
7. Providing facilities that improve transportation safety.

TRANSPORTATION OBJECTIVES

Encourage Better Transportation Habits San Luis Obispo should:

1. Increase the use of alternative forms of transportation (as shown on Figure #1) and depend less on the single-occupant use of vehicles.
2. Ask the San Luis Obispo Regional Transportation Agency to establish an objective similar to #1 and support programs that reduce the interregional use of single-occupant vehicles and increase the use of alternative forms of transportation.

Promote Alternative Forms of Transportation San Luis Obispo should:

3. Complete a network of bicycle lanes and paths, sidewalks and pedestrian paths within existing developed parts of the city by 1995, and extend the system to serve new growth areas.
4. Complete improvements to the city's transit system serving existing developed areas by 2000, and provide service to new growth areas.
5. Support the efforts of the County Air Pollution Control District to implement traffic reduction programs.
6. Support and develop education programs directed at promoting types of transportation other than the single-occupant vehicle.

Manage Traffic San Luis Obispo should:

7. Limit traffic increases by managing population growth and economic development to the rates and levels stipulated by the Land Use Element and implementing regulations.
8. Support county-wide programs that manage population growth and economic development.
9. Provide a system of streets that allow safe travel throughout the city and connect with Regional Routes and Highways.

10. Manage the use of Arterial Streets, Regional Routes and Highways so that traffic levels during peak traffic periods do not result in extreme congestion.
11. Ensure that development projects and subdivisions are designed to be efficiently served by buses, bike routes and pedestrian connections.
12. Consistent with the Land Use Element, allow neighborhood-serving business and provide parks and recreational areas that can be conveniently reached by pedestrians or bicyclists.
13. Protect the quality of residential areas by ~~achieving~~ ~~maintaining~~ quiet and by controlling traffic routing, volumes, and speeds on neighborhood streets.
14. Coordinate the management of San Luis Obispo County Airport and the planning of land uses around the airport to avoid noise and safety problems.

Support Environmentally Sound Technological Advancement San Luis Obispo should:

15. Promote the use of quiet, fuel-efficient vehicles that produce minimum amounts of air pollution.
 - A. The City will support the development of a compressed natural gas fueling station in the San Luis Obispo area.
 - B. When replacing any City vehicle or expanding the City's vehicle fleet, the City will consider purchasing alternative fuel vehicles that reduce air pollution.
 - C. The City encourages the use of alternative fuels on a regional basis.
16. Advocate the use of communication systems that enable the transmission of information to substitute for travel to work or meetings.
17. Solicit ideas from private industry for the development and implementation of innovative transportation technologies in San Luis Obispo.
18. Support the use of alternative pavement materials for public streets, roads and other transportation corridors.

FIGURE #1: Modal Split Objectives

Type of Transportation	% of In-City Trips (1)	By (Year)	Estimated Resident Trips	% Increase in Participation Over Base Year
Motor Vehicles	71	1990 (base year)	42,600	-
Transit	6	(2)	3,600	-
Bicycles	10		6,000	-
Walking, Car Pools and other Forms	13		7,800	-
Motor Vehicles	66	2000	45,100	+ 6%
Transit	7		4,800	+ 33%
Bicycles	12		8,200	+ 37%
Walking, Car Pools and Other Forms	15		10,300	+ 32%
Motor Vehicles	62	2010	48,300	+ 13%
Transit	8		6,200	+ 72%
Bicycles	14		11,000	+ 83%
Walking, Car Pools and Other Forms	16		12,500	+ 60%
Motor Vehicles	59	2020	52,500	+ 23%
Transit	8		7,200	+ 100%
Bicycles	16		14,200	+ 136%
Walking, Car Pools and Other Forms	17		15,100	+ 94%

NOTES

(1) The proposed changes in the use of various forms of transportation during the next thirty years assume that the total number of city-resident trips will grow by about 42% during that time. This growth is due to projected population growth and economic development in the city and county.

(2) A "base year" estimate was derived from a random sample survey of city residents. The modal split profile from the survey results was adjusted to reflect the age profile for city population as defined in the Federal Decennial Census (1980).

TRAFFIC REDUCTION

INTRODUCTION

The small city character of San Luis Obispo is an important quality to maintain. This quality is damaged by high volumes of traffic. This section presents policies and programs for reducing the use of automobiles and emphasizing alternative forms of transportation.

POLICIES AND PROGRAMS

Employment and School Trip Reduction

Policies

- 1.1 The City should support county-wide and local programs that reduce the number of vehicle trips associated with employment and school attendance.
- 1.2 The City should support flex time programs and alternative work schedules where they reduce peak hour traffic levels.
- 1.3 Employers should participate in trip reduction programs.
- 1.4 The City should establish programs that reduce the demand for downtown parking in a way that does not damage the downtown's long-term economic viability.

Programs

- 1.5 The City will support and cooperate with the County Air Pollution Control District's and other agencies' efforts in establishing county-wide trip reduction programs.
- 1.6 The City recommends that county-wide trip reduction programs include an Average Vehicle Ridership (AVR) standard of 1.60 or larger.
- 1.7 The City will support aggressive efforts of the Air Pollution Control District to establish employer- and school-based trip reduction programs that affect downtown employers, Cal Poly and Cuesta College, and the California Mens Colony.
- 1.87 City government will adopt a trip reduction plan for city employees departments in the downtown planning area and at the Corporation Yard.

- 1.9 The City will work with area employers and the Chamber of Commerce to support a voluntary trip reduction program, with progress to be annually reviewed.

Transit Service

Policies

- 2.1 The City should encourage transit development, expansion, coordination and aggressive marketing throughout San Luis Obispo County to serve a broader range of local and regional transportation needs including commuter service.
- 2.2 The City should improve and expand city bus service to make the system more attractive, convenient and accessible. Transit ridership should be expanded so that they account for:
- A. 7% of all in-city trips in San Luis Obispo by 2000.
 - B. 8% of all in-city trips in San Luis Obispo by 2010.
- 2.3 Paratransit service for the elderly and handicapped should continue to be provided by public and private organizations.
- 2.4 The City should continue to work with Cal Poly to maintain and expand the "no fare program" for campus service and Cal Poly should continue to provide financial support. The City should encourage Cuesta College and other agencies to establish similar programs.
- 2.5 The definition of Unmet Transit Needs used by the San Luis Obispo Regional Transportation Agency should continue to include transit service for a broad range of purposes.
- 2.6 The city supports the following service standards for its transit system and for development that is proximate to the transit network:
- A. Bus fares will be set at levels where cost is not a constraint for people to use buses.
 - B. The frequency of City transit service will compare favorably with the convenience of using private vehicles.
 - C. Routes, schedules and transfer procedures of the City and regional transit systems should be coordinated to encourage commuter use of buses.

- D. In existing developed areas, transit routes should be located within 1/4 mile of existing businesses or dwellings.
 - E. In City expansion areas, employment-intensive uses or medium, medium-high or high density residential uses should be located within 1/8 mile of a transit route.
- 2.7 New development should be designed to facilitate access to transit service.

Programs

- 2.8 The City will adopt a short-range Transit Plan (5-year time frame) and a long-range Transit Master Plan (20-year time frame).
- 2.9 To help reduce traffic and the demand for parking, employers should be encouraged to purchase monthly transit passes in bulk and make them available to their employees. The City will develop a bulk discount rate for passes.
- 2.10 The City will maintain a downtown shuttle service as part of its overall transit system.
- 2.11 The City of San Luis Obispo or the San Luis Obispo Regional Transit Authority (SLORTA) should expand commuter bus service to Cuesta College and the California Mens Colony during peak demand periods.
- 2.12 The City will cooperate with efforts of the San Luis Obispo Council of Governments (SLOCOG) to evaluate the effectiveness of centralizing transit service.
- 2.13 The City will develop a comprehensive marketing and promotion program to reach target audiences.

Bicycle Transportation

Policies

- 3.1 Bicycle transportation should be encouraged for people who live within a 20-minute bike ride of work or school.
- 3.2 Bicycle ridership for Cal Poly Students should comprise at least 33% of all student trips by the year 2000.

- 3.3 The City should complete a continuous network of safe and convenient bike lanes and paths that connect neighborhoods with major activity centers and with county bike routes as specified by the ~~Bicycle Transportation Plan~~ *Bicycle Facility Plan*.
- 3.4 New development should provide bike lanes and paths, secure bicycle storage, parking facilities and showers, consistent with City plans and standards.
- 3.5 Bike lanes and paths should be designed and maintained to improve bicycling safety, convenience, and encourage people to use bicycles to commute to work or school.
- 3.6 ~~Where parking shortages will not be intensified, nor commercial activities interrupted,~~ Since the primary purpose of roadways is to accommodate safe vehicle movements, the City should consider the creation of bike lanes and transit stops along designated bike routes as having a higher priority than retaining curb-side parking for non-delivery vehicles.
- 3.7 Bike lanes and paths along designated City bike routes identified in the Bicycle Facility Plan should be established when:
- A. The street section is repaved, restriped, or changes are made to its cross-sectional design; or
 - B. The street section is being changed as part of a development project; or
 - C. The construction of bike lanes or paths are called for by the City's Capital Improvement Plan.

Programs

- 3.8 To encourage bicycling and walking to school, Cal Poly should be encouraged to not issue vehicle parking permits to freshman students or to all students, faculty and staff who live within a one-mile radius of campus.
- 3.9 The City will update its Bicycle Facilities Plan consistent with the objectives, policies and standards of this Circulation Element. The Bicycle Facilities Plan shall establish official city bike routes.
- 3.10 Cal Poly should be ~~requested~~ encouraged to adopt a bike plan that shows the location of all on-campus bike lanes and bike storage areas and includes programs that encourage the use of bicycles.

- 3.11 In cooperation with the City, Cal Poly should be requested encouraged to revise its Campus Master Plan to deemphasize the use of automobiles and promote the use of alternative forms of transportation.
- 3.12 The City will modify its zoning regulations to establish standards for the installation of lockers, and secured bicycle parking, and showers.
- 3.13 The City should obtain railroad right-of-way and easements to establish a separated bike path and pedestrian trail through San Luis Obispo.
- 3.14 The City will give priority to using street funds for ongoing maintenance of bicycle lanes and paths or other public bicycle facilities.
- 3.15 The City will use revenues from the bicycle licensing program to support education and awareness programs and the construction of bicycle facilities.

Walking

Policies

- 4.1 Walking should be encouraged as a regular means of transportation for people who live within a 20-minute walk of school, work, or routine shopping destinations.
- 4.2 The City should complete a continuous network of sidewalks and separated pedestrian paths connecting housing areas with major activity centers and with trails leading into city and county open areas.
- 4.3 New development shall provide sidewalks and pedestrian paths consistent with City policies, plans, programs and standards.
- 4.4 New or renovated commercial and government public buildings should provide convenient pedestrian access from nearby sidewalks and pedestrian paths, separate from driveways and vehicle entrances.
- 4.54 ~~Crossing controls (traffic signals or stop signs) and cross walks should be installed at intersections heavily used by pedestrians. Signals should provide adequate time for pedestrians to cross. To improve pedestrian crossing safety at heavily used intersections, the City should institute the following:~~
 - A. ~~Install crossing controls, were warranted, that provide adequate time for pedestrians to cross the street.~~

where
B. In the downtown, install textured cross walks and landscaped bulb-outs, where appropriate.

C. On Arterial Streets, Parkways or Regional Routes with four or more travel lanes, install medians at pedestrian crossings where roadway width allows.

4.65 Sidewalk areas in the commercial core should allow for the free flow of pedestrians and should include conveniently-located rest areas with shade and seating.

Programs

4.76 The city will adopt a *Pedestrian Transportation Plan* ~~Urban Trails Plan~~ as part of the ~~Open Space Element~~ to encourage walking and to expand off-street facilities that provide pedestrian linkages throughout the community.

4.87 The City will pursue the installation of sidewalks to complete a continuous network throughout the community.

4.9 The City will continue its annual program of replacing existing curbs with handicapped ramps.

4.10 The City should work with parents and teachers of elementary school students to establish a "safe routes to school" program for bicycling and walking.

TRAFFIC MANAGEMENT

INTRODUCTION

City, County and State governments maintain a network of public streets that provide access throughout the community. How these streets are designed, constructed and managed can affect levels of traffic congestion, noise and air pollution, the economic viability of commercial areas, and the quality of living throughout the city. The following policies and programs spell out how the city intends to manage the community's street system.

POLICIES AND PROGRAMS AND STANDARDS

Purpose

- 5.1 The primary purpose of street corridors is to enable the movement of vehicles (automobiles, transit, delivery vehicles, bicycles) and pedestrians.

Types of Streets

- 5.2 The streets shown on Figure #2 are classified as follows:
 - A. Local Commercial Streets: directly serve non-residential development that front them and channel traffic to commercial collector streets.
 - B. Local Residential Streets: directly serve residential development that front them and channel traffic to residential collector streets.
 - C. Commercial Collector Streets: collect traffic from commercial areas and channel it to commercial arterial streets.
 - D. Residential Collector Streets: collect traffic from residential areas and channel it to arterial streets.
 - E. Arterial Streets: provide circulation between major activity centers and residential areas.
 - F. Neighborhood Arterials: are arterial streets with residential property frontage where preservation of neighborhood character is more important than providing for traffic flow, where speeds should be controlled and traffic growth avoided.
 - G. Residential Arterials: are arterial streets bordered by residential property that needs special protection from traffic impacts.
 - H. Parkway Arterials: are arterial streets with landscaped medians and roadside areas, where the number of cross streets is limited and direct access from fronting properties is not allowed.

- I. Highways/Regional Routes: connect the city with other parts of the county and are used by people traveling throughout the county and state and are designated as primary traffic carriers.
- J. Freeway: is a regional route of significance where access is controlled.

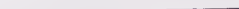
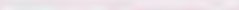
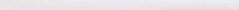
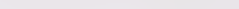
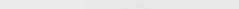
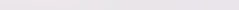
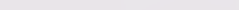
Changes to the classification of any street shown on Figure #2 will require amendment to this Circulation Element.

5.3 The following standards apply to streets shown on Figure #2:

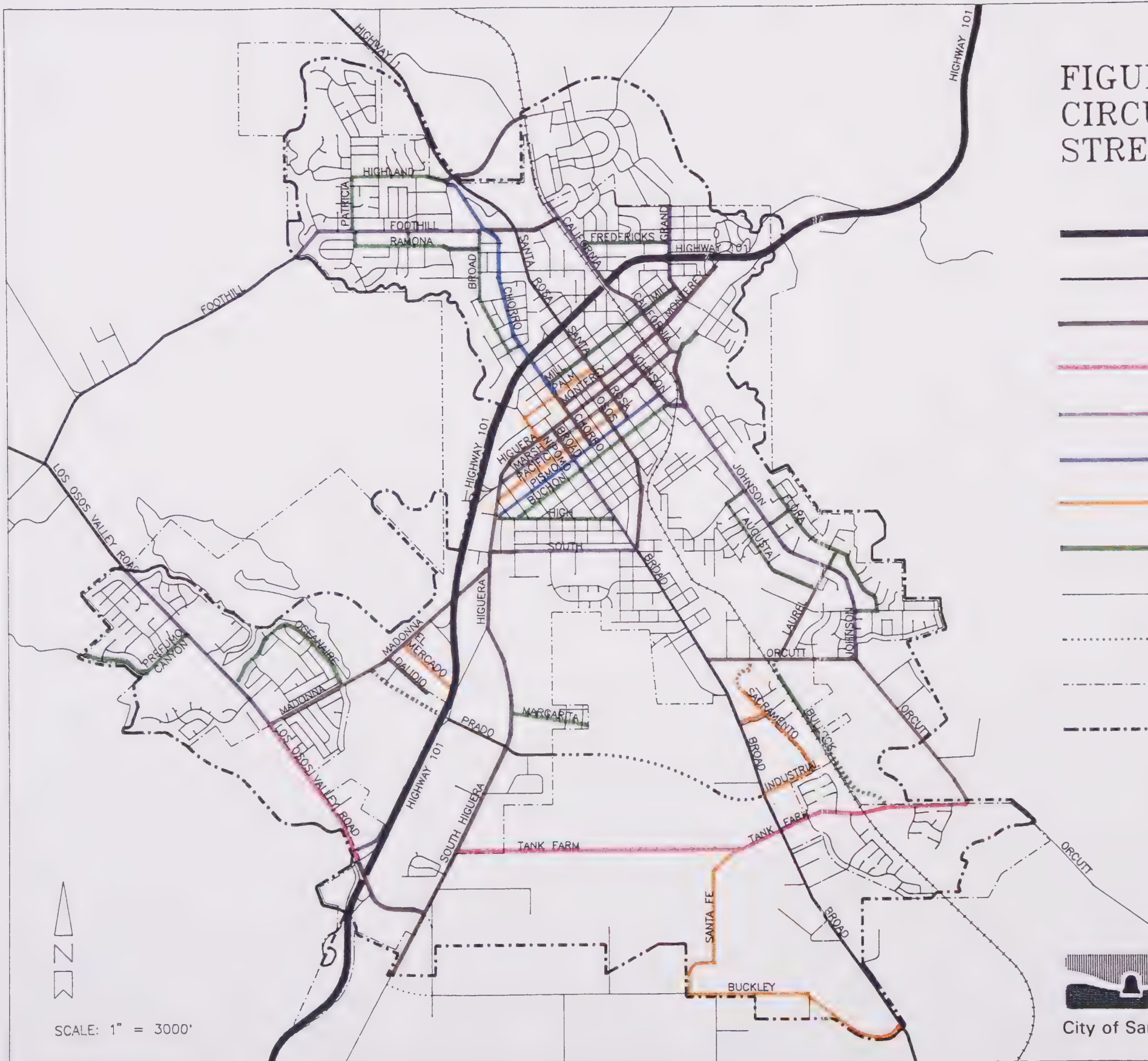
<u>Type of Street</u>	<u>Land Use Served</u>	<u>Maximum ADT/LOS</u>	<u>Max Desired Speed</u>	<u>Travel Lanes</u>
Local Residential	Adjoining Residential Uses	2,500	25 mph	2
Local Commercial	Adjoining Commercial Uses	5,000	25 mph	2
Residential Collector	Sub-city Residential Areas	5,000	25 mph	2
Commercial Collector	Sub-city Commercial Areas	10,000	25 mph	2
Neighborhood Arterial*	City Wide	10,000	25 mph	2
Residential Arterial	City Wide	LOS "ED" (1)	35 mph	2-4
Arterial	City Wide	LOS "E" (Downtown) LOS "ED" (Other routes)	25 mph 40 mph	2-4
Parkway Arterial	City Wide	LOS "ED"	45 mph	4-6
Highway/Regional Route	County-State	LOS "ED"	45 mph (In City) 55 mph (Outside City)	4-6
Freeway	State	LOS "ED"	55 mph	4-6

(1) **Level of Service (LOS)** describes the quality of traffic flow. Level of Service (LOS) "A" is free-flowing traffic while LOS "F" is extreme congestion. At LOS "D," the recommended standard, drivers can expect delays of 25 to 40 seconds and sometimes have to wait through more than one cycle of a traffic signal. Vehicles may stack up at intersections but dissipate rapidly. At LOS "E" delays increase to 40 to 60 seconds and drivers frequently have to wait through more than one cycle of a traffic signal. Stacked lines of cars at intersections become longer.

FIGURE #2
CIRCULATION ELEMENT
STREETS CLASSIFICATION MAP

-  FREEWAY
-  HIGHWAY/REGIONAL ROUTE
-  ARTERIAL
-  PARKWAY ARTERIAL
-  RESIDENTIAL ARTERIAL
-  NEIGHBORHOOD ARTERIAL
-  COMMERCIAL COLLECTOR
-  RESIDENTIAL COLLECTOR
-  LOCAL STREET
-  PROPOSED ROADWAY
-  CITY LIMIT LINE
-  URBAN RESERVE LINE

~~*Conceptual designs for selected
freeway interchanges are shown
in Appendix C.~~



SCALE: 1" = 3000'



Programs

- 5.4 The City and County should jointly develop and adopt design and construction standards for streets within the City's Urban Reserve.
- 5.5 The City will revise its Subdivision Regulations to include right-of-way and design standards for each type of street shown in 5.2.

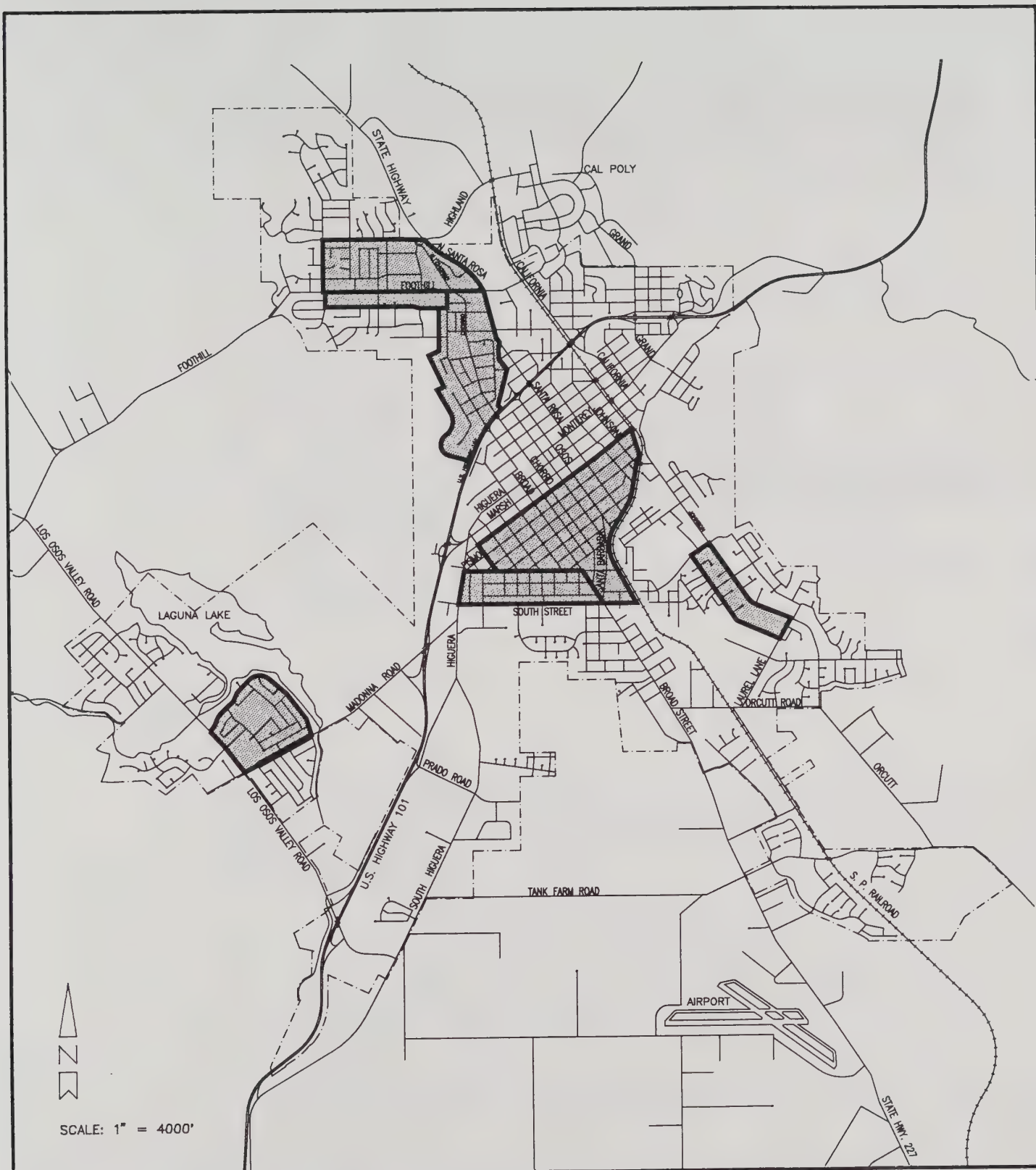
Neighborhood Traffic Management

Policies

- 6.1 Through traffic should use Regional Routes and Highways, Arterials, Parkway Arterials and Residential Arterial streets and should not use Neighborhood "Arterials", Collectors or Local streets.
- 6.2 The City should not approve commercial development that encourages customers, employees or deliveries to use Local Residential or Residential Collector streets.
- 6.3 The City should ensure that neighborhood traffic management projects:
 - A. Provide for the mitigation of adverse impacts on all residential neighborhoods.
 - B. Allow for adequate response conditions for emergency vehicles.
 - C. Allow for convenient through bicycle or pedestrian traffic.
- 6.4 In major expansion areas, dwellings should be set back from Regional Routes and Highways, Arterials, Residential Arterials, and Collector streets so that interior and exterior noise standards can be met without the use of noise walls.

Programs

- 6.5 The City will adopt neighborhood traffic management plans for residential areas shown on Figure #3 in order to protect neighborhood areas from intrusive traffic problems.



SCALE: 1" = 4000'

FIGURE #3: Neighborhood Traffic Management Areas



CITY OF SAN LUIS OBISPO

LEGEND



TRAFFIC MANAGEMENT AREA

- 6.6 The City will ~~undertake measures~~ ~~consider the application of the following measures~~ to control traffic in residential areas where traffic speeds or volumes exceed standards set by policy 5.3 Measures that will be considered include:
- A. Installation of signs on arterial routes that encourage motorists to use routes that do not pass through residential areas.
 - B. Operational changes (eg. signalization, turn lanes and turn pockets at intersections) on arterial streets that encourage their use as inter-community connectors.
 - C. Bulbouts at intersections on streets leading into residential areas to inform motorists that they are entering a neighborhood area.
 - D. ~~Meandering street designs, traffic circles, road humps, raised cross walks, stop signs and other traffic control devices designed to slow traffic speeds without increasing City liability along streets in residential areas.~~
 - E. Community educational programs to promote selection of routes within the City that do not pass through residential areas.

Traffic Flow

Policies

- 7.1 The City will attempt to manage the use of arterial streets and regional routes/highways so that levels of traffic congestion do not exceed the peak hour LOS standards shown in 5.3. To maintain these standards, the City should, in the following priority order:
- A. Limit traffic increases through growth management programs.
 - B. Institute programs that require the use of alternative forms of transportation and establish policies and programs that act as disincentives to the use of vehicles.
 - C. Make minor changes within existing roadways to improve pedestrian and bicycling safety while improving traffic flow.
 - D. Consider the selective widening of Arterial Streets, Regional Routes and Highways when improvements to public safety and traffic flow outweigh the fiscal and environmental costs, and do not hinder this plan's alternative transportation policies.

- 7.2 The City should cooperate with county and state government to institute programs that reduce the levels of peak-hour traffic.
- 7.3 The City should manage the street network so that the standards presented in policy 5.3 are not exceeded. This will require new development to mitigate the traffic impacts it causes or the City to limit development which affects streets where congestion levels may be exceeded.
- 7.4 Driveway access from development fronting arterial streets should be minimized wherever possible.

Programs

- 7.5 The City will establish an on-going and comprehensive transportation monitoring program that, at a minimum, will keep track of:
 - A. Changes in traffic volumes throughout the city.
 - B. Changes to the Level of Service (LOS) on arterial streets, regional routes and highways.
 - C. Traffic speeds.
 - D. Changes in the use of bike lanes.
 - E. The location, type and frequency of accidents.
- 7.6 The City will periodically conduct a survey of residents to estimate their use of all forms of transportation.
- 7.7 The City will maintain a computerized traffic model of the city's circulation system and cooperate with the Regional Transportation Agency in maintaining a traffic model for San Luis Obispo County.
- 7.8 The City will cooperate with State and Regional agencies in evaluating the effectiveness of high occupancy vehicle (HOV) lanes on state highways. If State Routes 101 or 227 are widened to add travel lanes, the additional capacity should be reserved for HOV/transit use.

Street Network Changes

Policies

- 8.1 New development will be responsible for constructing new streets, bike lanes, sidewalks, pedestrian paths and bus turn-outs or reconstructing existing facilities.
- 8.2 Specific Plans prepared for areas within the city's urban reserve should include a street system that is consistent with the policies, programs and standards of this Circulation Element.
- 8.3 The City will provide opportunities for public participation in the planning, design and construction of major changes to the street network.
- 8.4 Major changes to the city's street network (not listed on Figure #4) may be initiated (included in the budget) only after amendment to this Circulation Element.
- 8.5 The City will seek opportunities to improve the livability of existing arterial streets through redesign of street corridors.
- 8.6 Street projects that have already been programmed, are needed to complete a key link in a street corridor, or are in mostly undeveloped areas should be widened as development occurs, or when the LOS standards specified in 5.3 are exceeded.
- 8.7 In mostly-developed areas, right-of-ways should be reserved through the building setback line process or through other mechanisms so that options for making transportation improvements are preserved.

Programs

- 8.8 The City will establish building setback lines for routes listed on Figure #4.
- 8.9 The City will ask the California Department of Transportation to designate Prado Road between Broad Street and Highway 101 as State Highway 227.
- 8.10 The City will ensure that changes to Prado Road (projects A.1, A.2, B.5B.6 and C.1) and other related system improvements are implemented in a sequence that satisfies circulation demands caused by area development.

The sponsors of development projects that contribute to the need for the Prado Road interchange (project C.1) will be required to prepare or fund the preparation

of a Project Study Report for the interchange project. The Project Study Report shall meet the requirements of the California Department of Transportation.

8.11 The City will adopt a plan and standards for the installation and maintenance of landscaped medians, parkways, signs, utilities, street furniture, sidewalks and bicycle lanes along arterial streets.

8.12 The City will evaluate optional street designs as a method for achieving an overall objective of the *Conceptual Physical Plan for the City's Center* to improve the pedestrian environment in the commercial core.

Figure #4: Transportation Capital Projects

I. Alternative Transportation and Design Projects

- A. Downtown Shuttle: Maintain a downtown shuttle service as part of the City's overall transit system (re 2.10)
- B. Bike Lanes and Paths: Complete a continuous network of bike lanes and paths by 1995 (re 3.3 and Objective #3, page 7)
- C. Railroad Bicycle Path: Obtain railroad right-of-way to establish a separated bike path and pedestrian trail (re 3.13)
- D. Pedestrian Paths and Sidewalks: Complete an "Urban Trails Plan" and program the construction of pedestrian facilities (re 4.6, 4.7, 4.8)
- E. Neighborhood Traffic Management: Install traffic control facilities and devices in neighborhoods to support the street classification standards (re 5.3, 6.5 and 6.6).
- G. Livable Streets: Adopt standards, redesign and landscape arterial streets to improve their livability (re 8.5, 8.11, 14.10)
- H. Highway 101 Visual Enhancement: Work with Caltrans and the County to enhance the visual character of Highway 101 (re 14.7)

II. Potential Major Street Network Changes

Project #	Street Section	Description of Potential Change	Lead Agency	Primary Funding Responsibility	Implementation
New Roads					
A.1	Prado Road	Build new 4-lane street (City Limits east to Broad St.)	City	Development(1)	Build if Margarita area develops
A.2	Prado Road (3)	Build new 4-lane street (Freeway west to Madonna Road)	City	Development	Build if Dalidio area develops
A.3	Buckley Road	Extend westward to South Higuera Street	City/County	Development	Build if development occurs
A.4	Vachell Lane	Connect with Los Osos Road at intersection	City/County	City/County	Consider as alternative to project A.4

Figure #4: Transportation Capital Projects (continued)

Project #	Street Section	Description of Potential Change	Lead Agency	Primary Funding Responsibility	Implementation
A. 45	Bullock Lane	Extend 2-lane road south to connect with Tank Farm Road	City	Development	Build if Orcutt area develops
A. 56	Sacramento Drive	Extend 2-lane road to connect with Orcutt north into vacant area and preclude access onto Orcutt from frontage properties	City	Development	Build if area south of Orcutt develops
A. 7	South Street	Extend South Street to connect with Bishop Street	City	City	Capital Improvement Project; will require redesign of South Broad intersection
A. 6	Sante Fe Road	Extend road to connect with Prado Road (extended)	City/County	Development	Build if area north of Tank Farm Road develops
Road Widening Projects					
B. 1	Monterey Street (Santa Rosa north to Grand)	Preserve right of way for up to 4 lanes or other uses	City	City	Capital Improvement Project
B. 12	Higuera Street (High to Marsh)	Widen travel lanes, add center turn lane, bike lanes etc.	City	City	Capital Improvement Project
B. 23	Orcutt Road (Broad to Johnson)	Complete widening to 4 lanes	City	Development/ City	Build as adjoining parcels develop or redevelop and fill in gaps
B. 34	Broad Street (south of new Prado Road connection)	Widen to 6 lanes from Prado to Tank Farm; widen to 4 lanes, Tank Farm to Buckley Road	Caltrans	State/ Development	Partially funded by airport area development

Figure #4: Transportation Capital Projects (continued)

Project #	Street Section	Description of Potential Change	Lead Agency	Primary Funding Responsibility	Implementation
B. 45	Tank Farm Road (S. Higuera to Broad)	Widen to 4 lanes	City/County	Development	Build as part of Airport Area development
B. 56	Prado Road (Higuera west to 101)	Widen street and bridge to 6 lanes	City	Development/ City	Secure ROW when vacant area develops; build when Prado Road interchange funding is secure
B. 67	South Higuera Street (Madonna to City Limits)	Complete widening to 4 lanes	City	Development/ City	Capital Improvement Project
B. 78	Los Osos Valley Road (Madonna to Highway 101)	Widen to 4 lanes	City	Development	Build if Irish Hills area develops
B. 89	Highway 101 (Santa Rosa to LOVR)	Increase to 6 lanes within existing ROW, close Osos-Broad ramps, landscape.	Caltrans	State	Regional Project subject to state funding priorities
B. 9	Santa Rosa (Olive to Foothill)	Install turn lanes, see Appendix D	City	State/City	State/Federal Programs
B. 10	Santa Rosa (Olive to Foothill)	Widen street to six lanes	Caltrans	State	STIP
Freeway Interchanges (See Concept Designs in Appendix C)					
C. 1	Prado Road (3) Interchange	Build full interchange at 101	Caltrans	Development	Build if funding secured from Airport area and Dalidio area development
C. 2	Los Osos Valley (3) Road Interchange	Modify ramps	Caltrans	State/ Development	Needed when LOVR widened to four lanes from Madonna to Freeway (project B. 7 B. 9)
C. 3	Route 101/Santa Rosa Interchange	Changes to ramp system (2)	Caltrans	State	STIP

Figure #4: Transportation Capital Projects (continued)

Project #	Street Section	Description of Potential Change	Lead Agency	Primary Funding Responsibility	Implementation
C.4	Broad Street @ Route 101	Close north on and south off ramps	Caltrans	State	State Program
Other Projects					
D.1	Orcutt Road (at the Railroad)	Build an overpass at the railroad	City	State	Subject to State funding priorities
D.2	Prefumo Canyon Road (Los Osos Valley Road west)	Narrow wide section of road and install landscaped parkways on both sides	City	City	Needed to improve the street's visual quality
D.3	Garden Street (Marsh to Higuera)	Close street to through traffic	City	City	Accomplish as part of implementing a downtown master plan
D.4	Osos Street (Palm to Mill)	Close street to through traffic & maintain emergency/transit access.	City	City	Close street if the City adopts a master plan for the downtown that includes this closure
D.35	Broad Street (Palm to Higuera Museum) Monterey Street (Nipomo to Broad)	Close streets, maintain service access, expand Mission Plaza	City	City	Close streets consistent with the <i>Conceptual Physical Plan for the City's Center</i> if the City adopts a master plan for the downtown that includes this closure

NOTES:

- (1) "Development" means that the proposed changes to the street system would be paid for by the developers of adjoining property or properties that directly impact the street section or facility. In general, development-funded projects will be constructed at the time that development occurs. However, projects may be built prior to development when it is necessary to complete an important circulation link. In these cases, future developments may be assessed for existing improvements.
- (2) Freeway access should be improved at the Route 101/Route 1 interchange by maximizing the use of existing street corridors and minimizing the removal of buildings.
- (3) The design of the Prado Road interchange and modifications to the ramps system for the Los Osos Valley Road interchange will be determined as part of Project Study Reports (PSRs) required by Caltrans. The alignment of Prado Road northwest of Route 101 and its connection point to Madonna Road will be coordinated with the City's consideration of plans to expand commercial development consistent with the General Plan Land Use Element.

TRUCK TRANSPORTATION

INTRODUCTION

The delivery of most goods and materials to businesses in San Luis Obispo is done by trucks. Delivery services are essential to the functioning of the city. However, commercial trucks can cause traffic congestion in the downtown, and create noise and safety problems in residential areas.

The following policies and programs spell out how the city intends to manage delivery services so that problems associated with truck transportation are minimized.

POLICIES AND PROGRAMS

Policies

- 9.1 Commercial trucks should not use Residential Local, Collector, Neighborhood or Residential Arterial streets as regular delivery routes.
- 9.2 When the level of congestion on downtown streets reaches LOS "D," truck deliveries should not be made during peak traffic periods.

Programs

- 9.3 The city's Home Occupation Permit Regulations should be amended to ensure that large commercial trucks are not used to make regular deliveries to home occupations in residential areas.
- 9.4 As part of this element, the City adopts the truck route plan shown on Figure #5.
- 9.5 The City will continue to provide reserved commercial truck loading zones in all appropriate downtown areas.
- 9.6 If level of service (LOS) standards are exceeded, the city will adopt an ordinance that limits delivery times for commercial trucks in the commercial core.

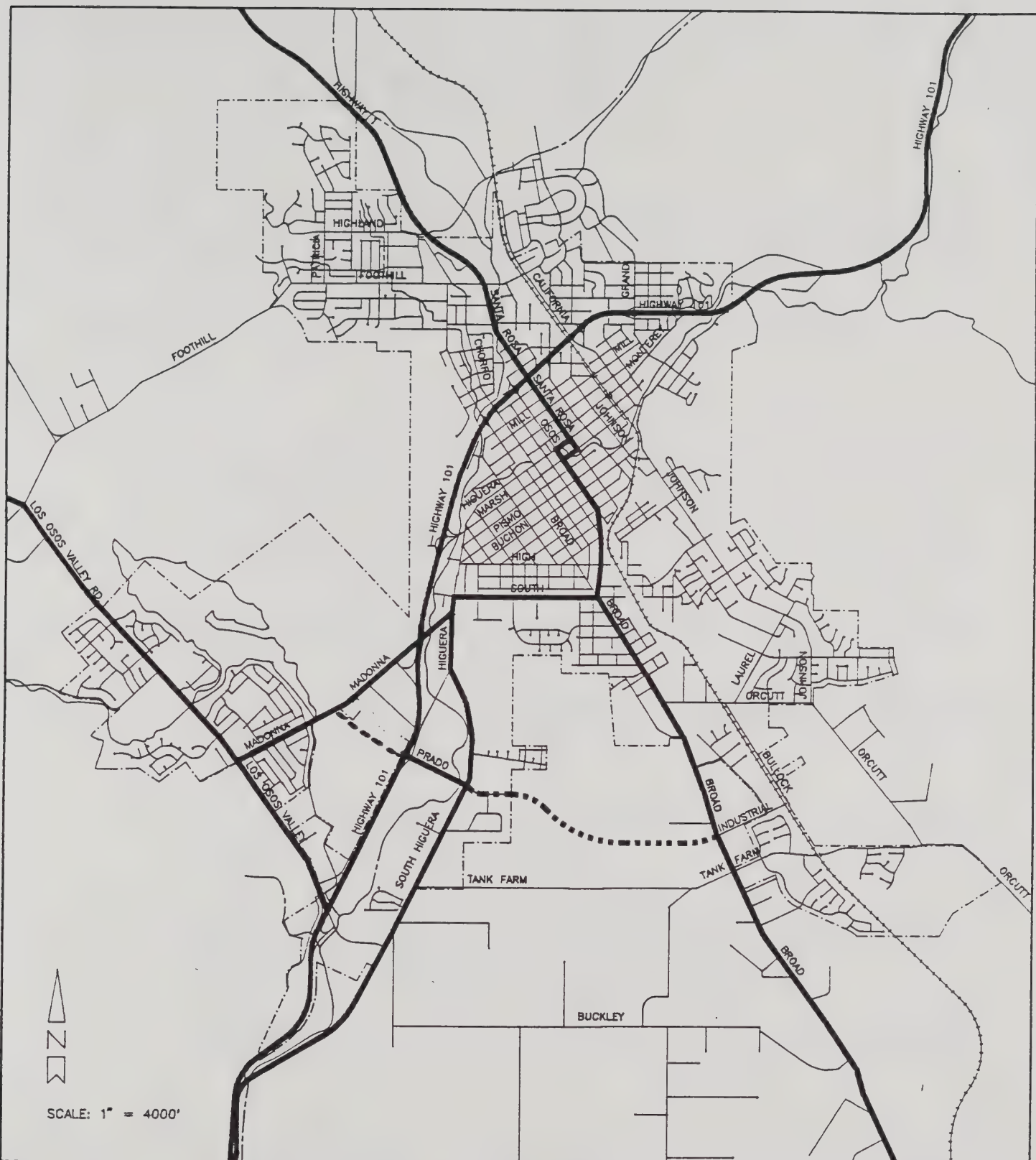


FIGURE #5: TRUCK ROUTE MAP



CITY OF SAN LUIS OBISPO

TRUCK ROUTE LEGEND

- EXISTING TRUCK ROUTE
-** FUTURE TRUCK ROUTE

AIR TRANSPORTATION

INTRODUCTION

San Luis Obispo city and county are served by the county-owned airport located off Broad Street near Buckley Road. The airport allows people to fly private aircraft and to use commercial carriers to connect with national and global commercial carriers.

The following policies and programs address the continued use of the county airport.

Policies

- 10.1 The City should respect the recommendations of the Airport Land Use Plan as it relates to noise and safety concerns.
- 10.2 The County airport should provide for general aviation and commuter air service to San Luis Obispo.
- 10.3 To discourage use by larger planes, the County Airport's runways should not be extended, nor their bearing capacity increased.
- 10.4 The City and the County should regulate land use surrounding the airport so that it is compatible with airport operations and does not threaten the continued use of the airport.
- 10.5 The City will require development projects and subdivisions within Airport Planning Zones #1 through #4 to include measures that protect the health, safety and comfort of residents and employees.
- 10.6 The County should regulate airport operations (flight paths and number of flights) so that they do not cause noise or safety problems in developed areas or areas targeted for future development by the city's Land Use Element.
- 10.7 Public transit service should be encouraged to serve the county airport as soon as practical.

RAIL TRANSPORTATION

INTRODUCTION

The Southern Pacific Transportation Company owns and maintains a railroad that extends through the county. AMTRAK uses the Southern Pacific line to provide passenger service to San Luis Obispo with once-a-day connections to the San Francisco and Los Angeles metropolitan areas, and other coastal cities. Rail transportation is energy efficient and can provide convenient connections to destinations throughout the state. The following policies identify how the city supports rail service.

Policies

- 11.1 The City supports increased availability of rail service for travel within the state and among states.
- 11.2 The City supports increased availability of rail service for travel within the county.
- 11.3 State or federal programs that support passenger rail service to San Luis Obispo should be maintained and expanded.
- 11.4 The City should provide transit service to the train station, coordinated with train times.

Programs

- 11.5 There should be daily train service connecting San Luis obispo with points north and south, with departures and arrivals in the morning and evening, to complement the current mid-afternoon long-distance Amtrak service.
- 11.6 The San Luis Obispo Area Coordinating Council should evaluate the feasibility of passenger rail service to connect points within the county.

PARKING MANAGEMENT

INTRODUCTION

San Luis Obispo's central business district includes the highest concentration of commercial, office and governmental uses in the city. Parking is needed for patrons of downtown businesses, tourists and employees.

Use of curb-side parking in residential areas can affect the character of these areas. The following policies identify the City's role in providing and managing downtown parking and addressing neighborhood parking needs.

Commercial Parking

Policies

- 12.1 To reduce parking demand, people working in the commercial core should use alternative forms of transportation to get to and from work. Workers who do drive individual vehicles should use parking structures or common facilities rather than curb parking.
- 12.2 Curb parking in the commercial core is intended for short-term use by those visiting businesses and public facilities.
- 12.3 City parking programs should be financially self supporting. The City, County, merchants, business owners and users of parking spaces should provide the funds needed to maintain and create parking spaces.

Programs

- 12.4 The City will periodically update its *Parking Management Plan*.
- 12.5 The City will monitor the use of public parking in the commercial core.
- 12.6 The City will consider installing park-and-ride lots that serve people commuting to destinations outside the City's Planning Area.

Neighborhood Parking Management

Policies

- 13.1 Each residential property owner is responsible for complying with the City's standards that specify the number, design and location of off-street parking spaces.

Programs

- 13.2 Upon request from residents or other agencies, the City will evaluate the need for neighborhood parking permit programs or other parking management strategies in particular residential areas.

SCENIC ROADWAYS

INTRODUCTION

The following provisions address the scenic importance of local roads and highways in the San Luis Obispo area.

Policies

- 14.1 Views of important scenic resources from major streets should be preserved and improved to the maximum extent possible.
- 14.2 The route segments shown on Figure #6 are designated as scenic roadways.
- 14.3 Development along scenic roadways should not block views or detract from the quality of views.
 - A. Projects in the viewshed of a scenic roadway should be considered as "sensitive" and require architectural review.
 - B. Development projects should not wall off scenic roadways and block views.
 - C. As part of the city's environmental review process, blocking of views along scenic roadways should be considered a significant environmental impact.
 - D. Signs along scenic roadways should not clutter vistas or views.
 - E. Street lights should be low scale and focus light at intersections where it is most needed. Tall, "cobra type," light standards should be avoided. Street lighting should be integrated with other street furniture at locations where views are least disturbed. However, safety priorities should remain superior to scenic concerns.
- 14.4 The City and other agencies should be encouraged to avoid cluttering scenic roadways with utility and circulation-related equipment and facilities.
 - A. Whenever possible, signs in the public right-of-way should be consolidated on a single low-profile standard.
 - B. Public utilities along scenic highways should be installed underground.

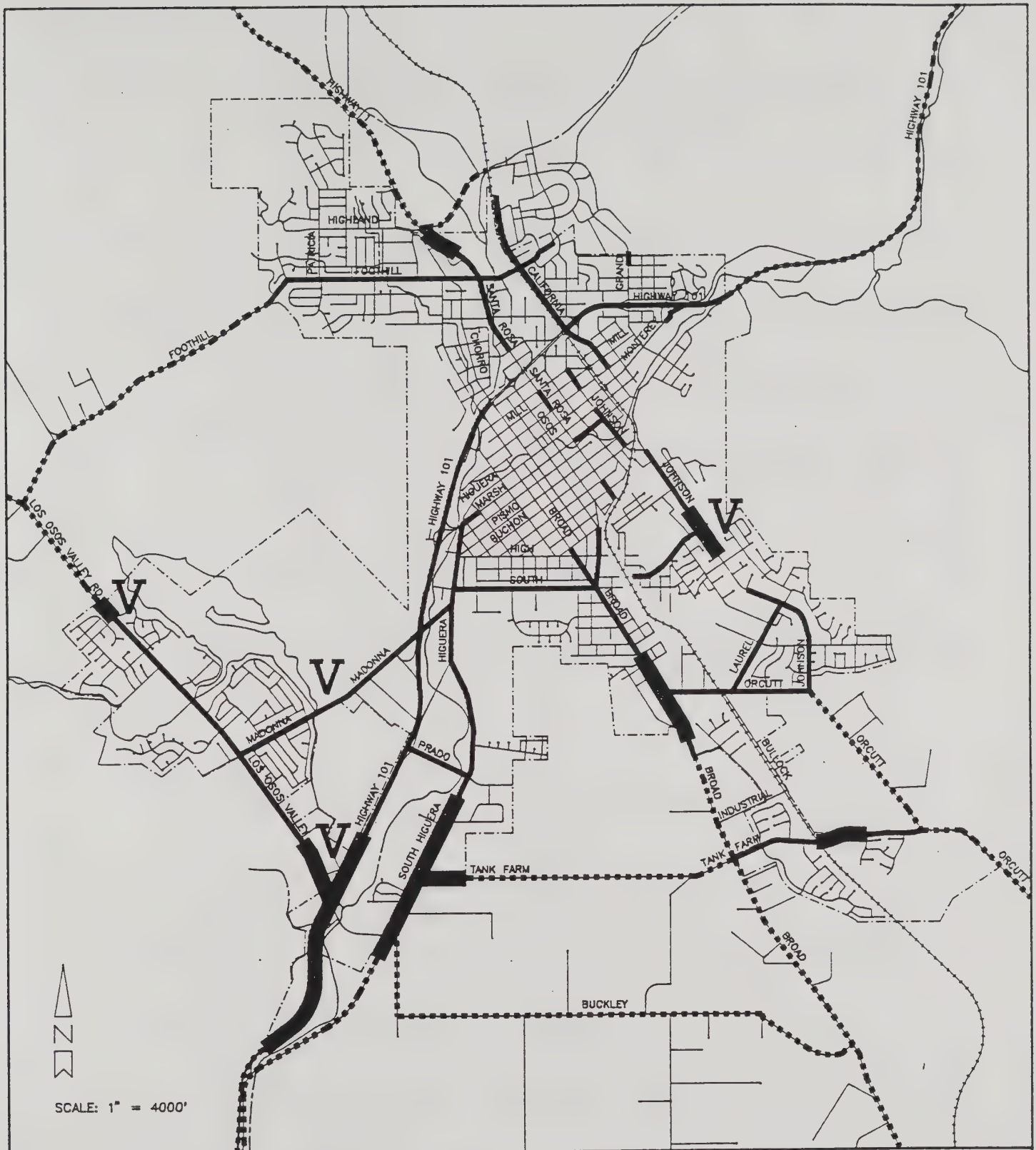


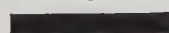
FIGURE #6: SCENIC ROADWAYS MAP



CITY OF SAN LUIS OBISPO

V

VISTA



ROADS OF HIGH SCENIC VALUE



ROADS OF MODERATE SCENIC VALUE



ROADS OF HIGH OR MODERATE SCENIC VALUE OUTSIDE THE CITY LIMITS

- C. The placement of landscaping and street trees should not block views from Scenic Routes. Clustering of street trees along scenic roadways should be considered as an alternative to uniform spacing.
 - D. Traffic signals with long mast arms should be discouraged along scenic roadways.
- 14.5 The County should protect and enhance scenic roadways that connect San Luis Obispo with other communities and recreation areas.
- 14.6 The City will promote the creation of Scenic Highways within San Luis Obispo and adjoining county areas. This support can happen when:
- A. Reviewing draft county general plan elements or major revisions to them.
 - B. Reviewing changes to the Regional Transportation Plan (RTP) as a member agency of the San Luis Obispo Council Regional Transportation Agency.
 - C. Reviewing development projects that are referred to the city that are located along routes shown on Figure #6.
- 14.7 The City will advocate that the California Department of Transportation (Caltrans) or the County designate qualifying segments of Highways 1, 101 and 227 as Scenic Highways.

Programs

- 14.8 The City will participate with Caltrans, the county and other cities to establish a program for enhancing the visual character of the Highway 101 corridor.
- 14.9 The City will revise its Architectural Review Guidelines to incorporate concern for the protection of views and vistas from scenic roadways.
- 14.10 The City will adopt a street corridor landscaping plan for scenic roadways.
- 14.11 Both the City and the County should enforce an amortization program for the removal of billboards along scenic roadways.
- 14.12 The City will amend its sign regulations to prohibit billboards along designated scenic roadways.

CIRCULATION ELEMENT IMPLEMENTATION, PROGRAM FUNDING AND MANAGEMENT

INTRODUCTION

The following policies should guide city departments in budgeting for and implementing this Circulation Element.

Policies

- 15.1 The City should focus efforts on managing city and regional growth because they are the principal causes of traffic increases.
- 15.2 Programs that reduce dependence on single-occupant vehicles and encourage the use of alternative forms of transportation should be implemented first.
- 15.3 The City's Financial Plan and Capital Improvement Program (CIP) should support the programs, plans and projects identified in this Circulation Element.
- 15.4 Funding for street projects and parking structures should not prevent the city from meeting its non-vehicular program objectives.
- 15.5 The City should allocate more of the cost of constructing and maintaining facilities that accommodate automobile use to the users of these facilities.
- 15.6 The City should reduce user costs for alternative forms of transportation.
- 15.7 Development projects should bear the costs of new transportation facilities or upgrading existing facilities needed to serve them.
- 15.8 Mechanisms for spreading the cost of transportation systems among the users of the systems, the City and County, and State and Federal agencies should be developed.
- 15.9 The City should reorganize and expand its transportation programs to improve the planning, delivery and management of transportation services.
- 15.10 The City intends to update its Circulation Element every five years, with a major revision as needed.

Programs

~~15.11 The City will undertake a study to determine the best way to organize, staff and manage its transportation programs. At a minimum, this analysis shall evaluate and make recommendations for the following activity areas:~~

- ~~A. Transportation planning~~
- ~~B. Transportation information management and program monitoring~~
- ~~C. Downtown parking and neighborhood parking~~
- ~~D. City transit service and coordination with regional systems~~
- ~~E. Street network management~~
- ~~F. Neighborhood traffic management~~
- ~~G. Trip reduction programs~~
- ~~H. Bicycle and pedestrian programs~~
- ~~I. Coordination with regional transportation planning~~
- ~~J. Promotional/educational programs~~

~~The study will recommend a strategy for organizing transportation services including capital and operating budget requirements.~~

15.12 A *Transportation Work Program* will be incorporated into each City Financial Plan. The work program must be consistent with the Circulation Element, will cover a four-year period, and will establish:

- A. Implementation schedules for all City transportation programs and projects including those described in the Circulation Element.
- B. A comprehensive funding strategy which identifies funding for each program type by source and amount.

15.13 The City will adopt a **transportation traffic** impact fee ordinance that requires developers to fund projects and programs that mitigate **city-wide transportation traffic** impacts associated with their projects.

APPENDICES

Appendix A: Level of Service (LOS) Definitions

Appendix B: Scenic Roadway Survey Methodology

~~Appendix C: Concept Design of Freeway Interchanges~~

Appendix C: Summary of Circulation Element Projects & Programs

Appendix D: Operational Changes to Santa Rosa Street

APPENDIX "A"
LEVEL OF SERVICE DEFINITIONS
Street Segments

Level of service (LOS) is a qualitative measurement of the degree of congestion on a roadway. LOS is described by a letter scale from A to F. "A" represents the best service and "F" represents the worst service. LOS E occurs when the volume of traffic approaches the road's capacity. LOS E is characterized by low operating speeds and numerous delays with much congestion. LOS F represents a forced flow situation with more traffic attempting to use the road than it can handle. LOS F is characterized by stop-and-go traffic with numerous, lengthy delays.

The photographs (taken from the Highway Capacity Manual) illustrate the six grades of level of service. The level of service on urban streets and intersections are described with the same scale and have similar congestion associated with them.



LEVEL OF SERVICE "A"



LEVEL OF SERVICE "D"



LEVEL OF SERVICE "B"



LEVEL OF SERVICE "E"



LEVEL OF SERVICE "C"



LEVEL OF SERVICE "F"

LEVEL OF SERVICE DEFINITIONS Signalized Intersections

Level of Service (LOS)	Description	Volume/Capacity Ratio
A	Little or no delay (under 5 seconds per vehicle) Most vehicles arrive during the green phase and do not stop at all.	$\leq .59$
B	Minimal delays in the range of 5-15 seconds per vehicle. Generally occurs with good progression and short cycle lengths. An occasional approach phase is fully used.	.60 - .69
C	Acceptable delays in the range of 15-25 seconds per vehicle. Individual cycle failures may begin to appear at this level, and most drivers feel somewhat restricted. A significant number of vehicles stop, although many still pass through the intersection without stopping.	.70 - .79
D.	Moderate delays in the range of 25-40 seconds per vehicle. The influence of congestion becomes more noticeable, with drivers sometimes having to wait through more than one red indication. Individual cycle failures are noticeable. Queues develop but dissipate rapidly	.80 - .89
E.	Significant delays in the range of 40-60 seconds per vehicle. This is considered to be the limit of acceptable delay. Individual cycle failures are frequent occurrences, with long queues forming upstream of intersections. Drivers may have to wait through several red indications.	.90 - .99
F	Represents jammed conditions with excessive delays of over 60 seconds per vehicle. This condition often occurs with over-saturation, when arrival flow rates exceed the capacity of the intersection. Resulting queues may block upstream intersections.	≥ 1.0

Source: Highway Capacity Manual, Transportation Research Board, 1985

APPENDIX "B"

SCENIC ROADWAYS SUMMARY OF METHODOLOGY

The *scenic roadway* section of this Circulation Element and the methodology used to prepare it was borrowed from the adopted *Scenic Highway Element* (1983). Scenic roadway designations have been slightly adjusted to reflect changes in views and vistas that have occurred since 1983.

Identifying scenic roadways started with identifying the community's scenic resources. These include Laguna Lake, San Luis Obispo and Stenner Creeks, the Santa Lucia, Davenport and Irish Foothills, Cuesta Ridge, the Morros (including Bishop Peak, Cerro San Luis Obispo and Islay Hill), Orcutt Knob, Terrace Hill, and South Street Hills.

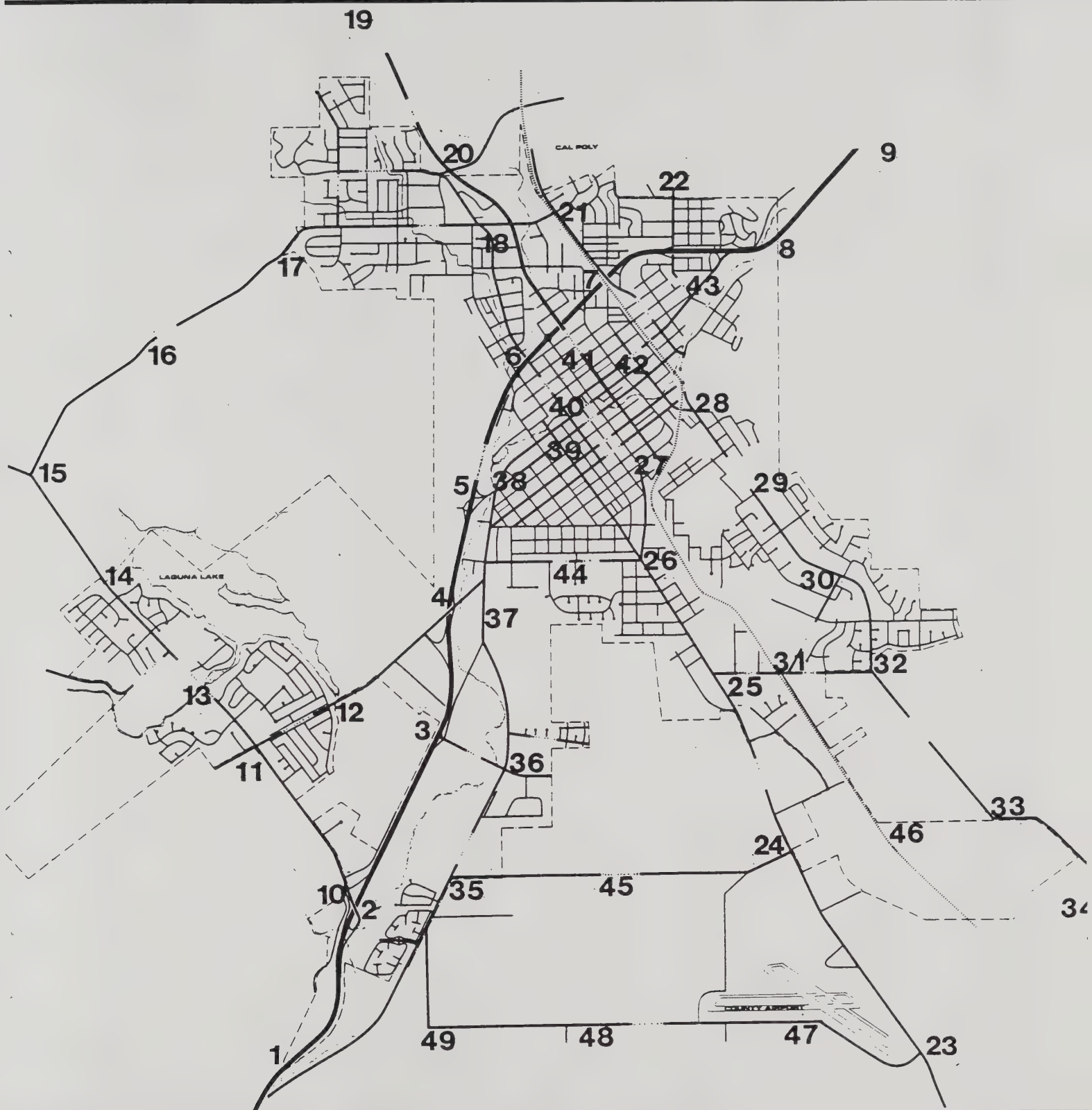
After key scenic resources were identified, views of these resources from the city's major streets were mapped. All Highways/Regional Routes, Arterials, and Residential Arterials were studied. These streets handle the most traffic and therefore afford the greatest number of people view of the surrounding hillsides, the Chorro, Los Osos and Edna Valleys and the creeks.

Once the field observations were completed, a numeric ranking was given to each location. This number was then translated into the High, Moderate and Low quality of view classifications used to identify scenic roadways.

MAP OF VISUAL RESOURCES

1. Identify the visual resources.
2. Conduct field investigations:
 - A. identify thoroughfares and arterial streets (Circulation Element);
 - B. designate points of view along each street;
 - C. record observations.
3. Transfer field observations onto a worksheet and assign valences to each visual unit.
4. Multiply good or fair or poor (3,2,1) views by major or minor (2,1) assessments.

GOOD (3)		MAJOR visual unit (2)	
FAIR (2)	X	or	= 1-6
POOR (1)		MINOR visual unit (1)	
5. Sum the products for each point to determine a visual index value at each point.
6. Calculate the statistical mean, median, and mode.
7. Categorize the visual quality index numbers into HIGH, MODERATE, and LOW classifications.
8. Map the Scenic Highways with a HIGH or MODERATE classification.



FIELD OBSERVATION LOCATIONS

Numbers refer to the location of the field observation noted on the opposite page.

SCENIC HIGHWAYS ELEMENT numeric evaluation sheet																																																		
PART																																																		
ELEMENT																																																		
LOCATION																																																		
VALUE																																																		
Cerro San Luis Obispo (4)																																																		
peak/treeline (2)																																																		
base (1)																																																		
outcrop at base (1)																																																		
Bishop Peak (3)																																																		
peak/treeline (2)																																																		
base (1)																																																		
Chumash Peak (3)																																																		
peak/treeline (2)																																																		
base (1)																																																		
Santa Lucia Mountains (2)																																																		
Santa Lucia Foothills (2)																																																		
Irish Hills (2)																																																		
Islay Hill (2)																																																		
South Street Hill (1)																																																		
Terrace Hill (1)																																																		
Radio Hill (1)																																																		
Davenport Hills (1)																																																		
Orcutt Knob (1)																																																		
* SPECIAL CONSIDERATIONS *																																																		
Laguna Lake (2)																																																		
SCENIC																																																		
TOTAL																																																		



APPENDIX B: SCENIC ROADWAYS MAP

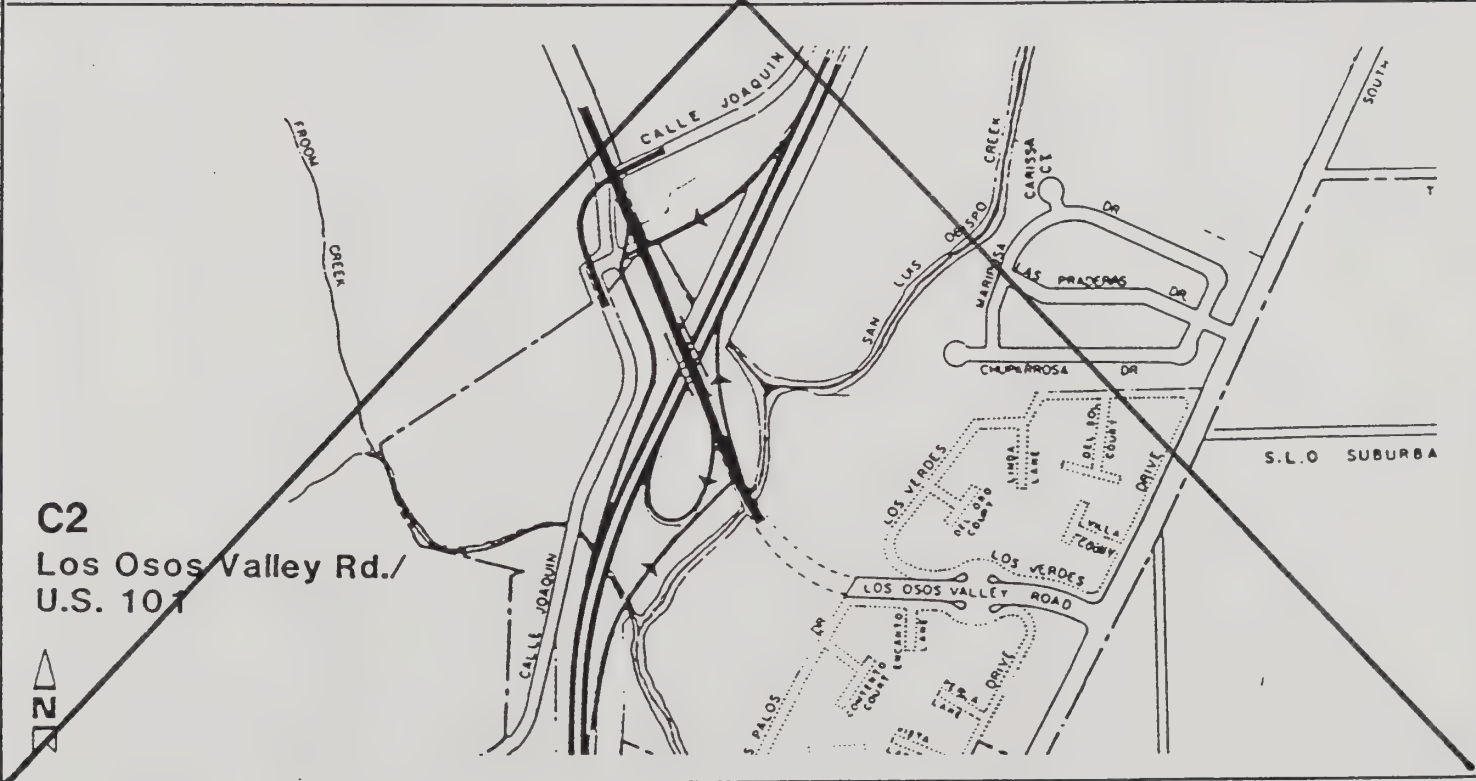
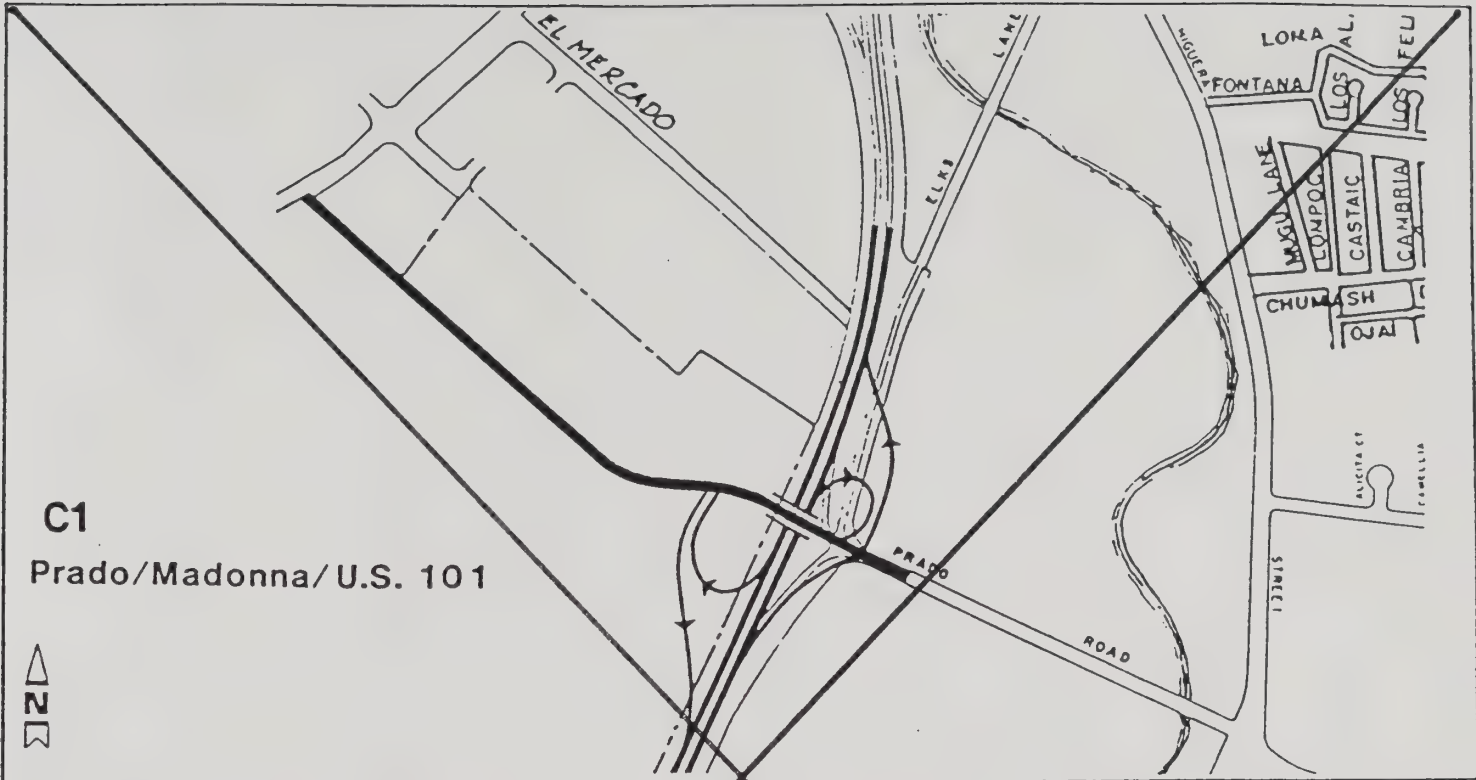


city of
san luis obispo

DEPARTMENT OF COMMUNITY DEVELOPMENT
90 Palm St. / P.O. Box 321, San Luis Obispo, CA 93406
(805) 541-1000

		VISTA
22-42		ROADS OF HIGH OR MODERATE SCENIC VALUE OUTSIDE THE SAN LUIS OBISPO CITY LIMIT
43-63		ROADS OF MODERATE SCENIC VALUE
		ROADS OF HIGH SCENIC VALUE

~~APPENDIX C~~



city of
san luis obispo

990 Palm Street/Post Office Box 8100 • San Luis Obispo, CA 93403-8100

~~INTERCHANGE IMPROVEMENTS~~

APPENDIX "C"

SUMMARY OF CIRCULATION ELEMENT PROJECTS AND PROGRAMS

Reference	Summary Description	New Program	Expanded Program	Existing Program
Trip Reduction				
1.4	Downtown Parking Demand Reduction	X		
1.8	Trip Reduction Plan for City Employees	X		
1.9	Volunteer Employer Trip Reduction Program	X		
Transit Programs				
2.4	Cal Poly/Cuesta "No Fare" Transit Programs		X	
2.8	Long-Range Transit Plan	X		
2.9	Bulk-Rate Transit Pass Program	X		
2.10	Downtown Shuttle System			X
2.11	Cuesta Commute Bus Service	X		
2.12	Centralize Transit Service Management	X		
2.13	Comprehensive Marketing Program		X	
Bicycle Transportation				
3.3	Complete Bikeway Network		X	
3.8	Cal Poly Parking Restrictions	X		
3.9	Bicycle Transportation Plan Update			X
3.10	Bicycle Plan for Cal Poly Campus	X		
3.11	Cal Poly Master Plan Update	X		
3.12	Modifications to Zoning Regulations	X		
3.13	Railroad Bicycle Path		X	
3.15	Modifications to Bicycle Licensing Program	X		
Walking				
4.5 (A)	Install Crossing Controls		X	
4.5 (B)	Downtown Bulb Outs & Crosswalks		X	
4.5 (C)	Median Islands at Intersections	X		
4.7	Prepare Pedestrian Transportation Plan	X		
4.9	Sidewalk Installation			X
4.10	Safe Route to School Program	X		

(Continued)

Reference	Summary Description	New Program	Expanded Program	Existing Program
Street Standards				
5.4	Joint City/County Design Standards	X		
5.5	Subdivision Regulations Revisions	X		
Neighborhood Traffic Management				
6.5	Neighborhood Traffic Management Plans	X		
6.6	Neighborhood Protection Methods	X		
Traffic Flow				
7.5	Ongoing Traffic Monitoring	X		
7.6	Transportation Surveys	X		
7.7	Computerized Traffic Model	X		
7.8	HOV Lane Evaluation	X		
Street Network Changes				
8.8	Building Setback Lines	X		
8.9	Prado Road as Route 227	X		
8.10	Project Study Report: Prado Road Interchange			X
8.11	Landscape Plans and Standards	X		
8.12	Commercial Core Street Design Analysis	X		
Table #4	Potential Street Network Changes		X	
Truck Routes				
9.3	Home Occupation Permit Regulations	X		
9.5	Provision of Commercial Loading Zones		X	
9.6	Commercial Truck Parking Regulations	X		
Air Transportation				
10.7	Transit Service to Airport	X		
Parking Management				
12.4	Update Parking Management Plan	X		
12.5	Monitor Downtown Parking Use		X	

(Continued)

Reference	Summary Description	New Program	Expanded Program	Existing Program
12.6	Park-And-Ride Lot Installation	X		
13.2	Neighborhood Parking Permit Programs		X	
Scenic Roadways				
14.8	Highway 101 Corridor Enhancement	X		
14.9	ARC Guidelines Revision	X		
14.10	Landscape Plans for Scenic Roadways	X		
14.12	Billboard Controls	X		
Element Implementation				
15.10	5-Year Circulation Element Updates		X	
15.12	Transportation Work Program	X		
15.13	Transportation Impact Fee Program	X		

Source: *San Luis Obispo General Plan Circulation Element*, April, 1994

APPENDIX "D"

OPERATIONAL CHANGES TO SANTA ROSA STREET

Project #	Intersection	Description
B.9 (a)	Santa Rosa/Foothill	Construct an east-bound right turn lane on Foothill
B.9 (b)	Santa Rosa/Olive	Construct a north-bound right turn lane on Santa Rosa
B.9 (c)	Santa Rosa/Walnut	Construct a west-bound left turn lane and an east-bound left turn lane on Walnut

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